

Response

10/539,669

IN THE CLAIMS

1-7 Canceled

8. (Previously Presented) A method for automatically determining installation positions of wheels in a motor vehicle, the method comprising:
- receiving tire pressure monitoring system data (TPMS) from a direct measure tire pressure monitoring system, wherein the direct measure tire pressure monitoring system having tire pressure measuring devices and transmitting devices for transferring the TPMS data containing tire pressure values and identification numbers of individual wheels;
- receiving deflation detection data from an indirect measuring tire pressure monitoring system determining deflation detection data from rotational behavior of the individual wheels, said deflation data containing pressure changes and installation positions; and
- determining correlation coefficients from the TPMS data and the deflation data by means of a correlation function.
9. (Previously Presented) The method of claim 8, wherein the correlation coefficients are determined from first allocation functions and second allocation functions by using the correlation function.
10. (Previously Presented) The method of claim 9, wherein the first allocation functions describe all possible allocations of the identification numbers to installation positions are produced from the TPMS data, and an individual characteristic value is allocated to each possible allocation, and in that the second allocation functions are produced from the deflation detection data and assigned in each case another individual characteristic value to each possible installation position of a wheel.

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11. (Previously Presented) The method of claim 8, wherein the correlation function comprises an averaging operation as a function of time.
12. (Previously Presented) The method of claim 9, wherein the correlation function is obtained from a quotient, from a dividend essentially composed of a multiplication of the first allocation functions with the second allocation functions, and a divisor essentially composed of a multiplication of the squared first allocation functions with the squared second allocation functions.
13. (Previously Presented) The method of claim 9, wherein the correlation coefficients represent numerical values describing probabilities, whether the selected allocation of the identification numbers to the installation positions is coincident with the actual allocation, while the time averaging operation causes a standardization of the numerical values to a range of values, in particular to a range between -1 and +1.
14. (Previously Presented) The method of claim 13, wherein all of the calculated correlation coefficients are compared with each other, and the correlation coefficient with the maximum absolute numerical value irrespective of sign represents the correct allocation of the wheels to the installation positions, and in that the identification numbers are allocated to the installation positions according to the determined allocation.